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Hongkong, 18th November, 1901. 43

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Correspondents must forward their names and ad-  
resses with communications addressed to the  
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## DEATH.

On December 10th, at Cardiff, Thomas Wills, aged  
92 years, beloved father of F. C. Wills, Hongkong, aged  
92 years.HONGKONG OFFICE: 10A, DES VŒUX ROAD G.  
HONGKONG OFFICE: 131, PRINCE STREET, E.C.

The Daily Press.

HONGKONG, JANUARY 10TH, 1908

The mischief of the immigration trouble between Japan and the United States is this, that even if the two Governments amicably arrange a restrictive policy, they cannot carry it into full effect by their own efforts. Japan appears honestly intent on arranging a *modus vivendi* with both Canada and the United States, and the Governments of those two territories are disposed to give Japan as much "ropes" as their constituents will permit. It appears that in the result all the Governments are comparatively helpless, and that before there can be complete satisfaction all round, some arrangement on a far wider basis will have to be made. For instance, the Government of Mexico will have to co-operate. With respect to Chinese immigrants, it looks as if they were already doing so. The coolie trade from here to Mexico is at present practically at a standstill, the medical representative of the Mexican Government in Hongkong having been refusing about eighty per cent of the Chinese coolies who present themselves as emigrants for the ships leaving here for Salina Cruz. Ostensibly, these rejections are being made on the ground of an infectious eye-affection, but it has been suggested to us that it is not improbable that the Mexican Government has been approached

by the United States with regard to the steady exodus of its imported labourers across the border into American territory. It is certain that Mexico would not refuse so many emigrants without sufficient reason, as there is a big and steady demand for labour there. If it should prove that the Mexican authorities are amenable to requests from Washington, it is safe to prophesy that they will soon be taking a hand in the American-Japanese negotiations regarding Asiatic immigration. According to our latest information, Japanese are pouring across the Mexican border into America in "thousands." These are for the most part men imported to work on the Mexican railways. It is admitted that the Japanese Government is scrupulously adhering to the agreement it made with the United States, and refusing passports to any of its subjects of the labouring class that will allow them to go to the mainland of the United States, but so far it has had no occasion to refuse passports to labourers ostensibly going to work in Mexico. These do go to Mexico, but once there the mysterious attraction of the American States, probably the notoriously high wages of the Western States, pulls them toward the Rio Grande, and they are not long in finding their way over. The American Bureau of Immigration has inspectors stationed along the border, but it is obviously impossible without a large army to guard adequately hundreds of miles of river-bank and desert. The Japanese are believed to get and study road maps of the country, and to be informed of places where, after crossing, their own countrymen will help them. Once inside, under present arrangements, they are safe, so far as the Immigration Bureau is concerned, as Japanese residents are not registered for identification as are the Chinese. Something of the same sort is said to be happening on the northern boundaries also. The New York Tribune declares that the immigration laws are powerless to check the flow from Canada southwards. "Hundreds of the Japanese who arrived during the present year at Canadian ports had no intention to settle in Canada, but found it easy to slip across the Canadian frontier into the States, and accordingly preferred to travel via the Dominion. Realizing this fact, the authorities have recently been in communication with the Canadian Government, the result being that increased vigilance has been exercised." It is obvious that some wider international arrangements are called for.

The French Mail of the 10th December was delivered in London on the 8th inst.

Mr. Leonard Dudeney, formerly of Shanghai, was lecturing at Aldershot last month on "White and Yellow People."

Two newly elected Fellows of the Royal Colonial Institute are Messrs John T. Mitchell and F. Gordon Penney, both of the Straits Settlements. The latter was at one time Colonial Secretary.

E. Grant Richards has published "Peking to Paris: an Account of Prince Borghese's Journey Across Two Continents in a Motor-Car." The book is the work of Signor Barzini, the Italian journalist who accompanied Prince Borghese, and it is the only authorised account of the race so far as the winning car is concerned, Prince Borghese himself having contributed a lengthy introduction. There are about 100 illustrations.

Among Mr. Murray's forthcoming works is "The Life and Career of Lord Macartney, the first British Ambassador to China," by Mrs. A. G. Robins. Macartney, the friend of Fox and Burke, and son-in-law of John Earl of Bute, was in turn Chief Secretary of Ireland, Governor of Canada, Envoy at St. Petersburg, Governor of Malra, Ambassador at Peking, concluding his busy public career by becoming the first English Governor at the Cape.

The month of February will see important changes amongst the senior officers of the 3rd and 4th Battalions of the Middlesex Regiment, the commands of both falling vacant in that month. On the 17th February Colonel W. Scott-Moncrieff will retire from the 3rd Battalion, at Hongkong, and on the 24th following, Colonel G. B. Leupierre will retire from the 4th Battalion, which will then be stationed at Dover. The commands will be filled by the promotion of Major C. R. Dyer, second in command of the 4th Battalion, and Major R. de H. Burton, second in command of the 3rd Battalion.

A very small man was placed in the dock, and an unusually large Japanese sword, having a blade at least an inch and a half broad, was placed on the table at the Police Court yesterday morning. The man was a juggler, and was charged before Mr. Gompertz with being in possession of arms without a permit. The sword was his means of livelihood, for he earned his daily rice by showing it down his throat to the hilt. Mr. Gompertz restored the lawbreaker to the Captain Superintendent of Police, and Captain Lyons made things legal by issuing a permit to the juggler to carry the sword.

The attractive time ball tower erected on Signal Hill, Kowloon, and designed by Mr. A. C. Little of the Public Works Department, is now ready for use. It is a fire proof structure, 40 feet in height, and can be seen from almost every part of the harbour.

We are requested to draw special attention to the announcement in our advertisement columns, that Francis J. Flano, M.D., C.B.D., an authorised exponent of "Christian Science," is to lecture at the Theatre Royal on Jan. 23rd under the chairmanship of the Hon. Mr. H. E. Follock, K.C. The local society has a large membership, and it regards this lecture with considerable importance. The public are invited to attend, free.

The Birmingham Post correspondent says:—I am told by a prominent Japanese authority that a fair proportion of the cheques for four-and-three-quarter millions sterling, which was paid over by the Russian Ambassador here in respect of the cost of the maintenance of Russian prisoners by Japan during the war, will be employed in the purchase of material for army and navy purposes, and the building of a number of new vessels of war. The residue, amounting to perhaps two millions, will be retained for the Japanese Government's ordinary financial service.

It is reported that on the return of Their Excellencies Sir Frederick and Lady Lugard from Canton, they will receive an official visit from His Excellency the Governor of Macao and Madame Continho. The Portuguese visitors are expected to arrive on Sunday, and on Monday there will be official dinner at Government House, to which the following have received invitations:—Miss Sloan, Mr. and Mrs. Pemberton, Mr. and Mrs. Laferriere, Mr. and Mrs. Leafe, Lieut. Satterthwaite, Mr. and Mrs. Collingwood, Mr. and Mrs. Murray, Major Ross, Mr. A. J. Williams, Mr. H. F. Chard, Capt. McCulloch, Capt. Brerley, Mr. and Mrs. James, Capt. Dalgell, Mr. and Mrs. Hoick, Mr. and Mrs. Baber, Mr. E. S. Carruthers and Miss Evis.

Miss Clara Bloodgood, the well-known American actress, has committed suicide by shooting herself. The unfortunate lady is said to have been suffering from nervous prostration. In private life she was the wife of Mr. William Lumber, who lives in New York, and is a distinguished member of the "Four Hundred." Miss Bloodgood had made for herself a considerable reputation as an actress, and was touring in Mr. Clyde Fitch's "Truth," the play in which Miss Marie Tampest was recently seen in London, at the time of her death. She made her first appearance on the American stage at the Empire Theatre, New York, under the management of Mr. Charles Frohman, less than ten years ago, and rapidly rose in her profession. Her most recent successes were achieved in "How he Lied to her Husband," and as Violet in another of Mr. Shaw's plays, "Man and Superman."

## A BLUEJACKET'S DEATH.

At the Magistrate's court yesterday afternoon before Mr. H. H. J. Gompertz sitting as coroner, and Messrs W. C. D. Turner (foreman), J. H. Kaptyn and J. E. Meyer, jurors, an inquiry was held into the cause of death of Signalmen R. H. Street of H.M.S. "Tamar," whose body was found in the harbour on December 22nd.

Leung Fong, a fitter residing at 35 Connaught Road, stated that while passing Bank Wharf he saw, an Englishman singing and a crowd of Chinese looking at him. The Englishman threw his cap into the water, continued singing as he walked down the steps of the pier, then jumped into the water and swam out about two lengths. Witnesses went on his way, and did not see the man again. There were no sampans in the vicinity, but the man in the water called out twice for one. He was dressed like a man-of-war's man.

The Coroner—You didn't think it necessary to interfere and help him to get out of the water?—He could swim.

Did he appear to be in difficulties or was he swimming freely?—He was swimming very fast and singing all the time.

Did you hear a man was missing?—No.

Could you tell what ship this man belonged to by his hat?—No, I cannot read English. James Macdonald, signalmen at the Peak Station, knew the deceased who was signalmen on the "Tamar." On December 19th witness met deceased at the Naval Canteen at about 6.30 p.m. They had two drinks together, and left the Canteen shortly afterwards. Deceased then said he was going to the Royal Engineer canteen. Witness went to that canteen shortly after nine o'clock, but did not see or hear anything of deceased, who had "two or three drinks in," but was not drunk when witness last saw him.

A Hyndman, ship's corporal on H. M. S. "Tamar," said he passed the liberty men on December 19th. Deceased went ashore and had not returned at seven next morning when his leave was up. Witness next saw his body at the Mortuary on December 22nd.

The staff surgeon of the "Tamar" said he made an autopsy of the body of deceased, and the condition of the lungs led him to believe that death was due to drowning.

The inquiry was adjourned, so that further formal evidence might be called.

## NINE RACES WITH A CHINESE PRESIDENT.

Students from nine different countries have formed an interesting club at the University of Chicago and have elected a Chinaman president. V. T. Huxley is the head of the new organization. The countries represented in the club are China, Japan, India, the Philippines, Russia, Norway, Germany, France, and the United States. The students will speak Esperanto at the club meetings.

## TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

## ENGLISH WEATHER.

LONDON, January 9th.

A blizzard has succeeded the heavy frost, and has caused enormous damage on land and sea.

## PRUSSIAN BUDGET.

LONDON, January 9th.

There is a deficit of two and a half millions sterling in the Prussian budget, an increase of eight per cent.

## LANCA-SHIRE CRISIS.

LONDON, January 9th.

The dispute between cotton millers and their operatives is increasing in extent.

[REUTERS' SERVICE.]

## THE LONDON "TIMES."

LONDON, January 7th.

It is officially announced that negotiations are proceeding for converting the Times into a Limited Liability Company, with Sir Arthur Walter, Chairman, and Sir Arthur Pearson, Managing Director. The latter to reorganize the business management, the editorial character remaining unchanged.

## THE INTERNATIONAL COTTON CONGRESS.

LONDON, January 7th.

The International Cotton Congress in Manchester has approved of the principle of purchasing a plantation from the United States by a European Company.

## CANADA AND JAPAN.

LONDON, January 7th.

M. Lemieux at Vancouver, opined that a solution of the Japanese immigration difficulty was able to be reached, and said that the negotiations in Tokyo were of the most friendly nature.

## THE MOUNT ROYAL.

LONDON, January 7th.

The Mount Royal reached Queenstown on the 24th instant. Her boilers started leaking on the 24th December and she was forced to put back.

## INDO-CHINA.

LONDON, January 7th.

The Paris paper *Depeche Coloniale* in an article dwells on the dangerous spirit and the political unrest in Indo-China, similar to that in India; the result of the establishment of a native consultative Chamber, and says that natives are possessed with the idea that France has granted semi-parliamentary privileges from a fear of the Japanese.

## BRITISH TRADE.

LONDON, January 7th.

British imports for 1907 amount to £345,904,178, against £297,830,500 in 1906. Exports for 1907 amount to £428,204,598, against £375,575,938 for 1906.

## SHANGHAI TRAM APPOINTMENT.

We learn by mail, from an unconfirmed source, that the new tramway manager at Shanghai will be a Mr. Carroll, at present managing a system in south east London.

## DISTURBANCE AT WEST POINT.

Some days ago Tung Chau went to an eating house at 347, Queen's Road West, and after having all his wants supplied, disputed the amount charged by the waiter. As he refused to settle his account the police were called in, and their persuasion induced him to pay the amount due. He returned again to the restaurant early yesterday morning, however, accompanied by seven friends, all of whom called for "chow." The waiter who was there on Tung's former visit attended them, took the orders, and shortly returned with a heavy laden tray. Just as he placed it on the table he was seized by the queue by one of the men, while another dealt him a blow on the head with a heavy stool. Then the visitors proceeded to upset tables and smash the crockery, eventually turning their attention to the three hanging lamps, which they also knocked down. These were blazing on the floor when Inspector Collett and two lakongs arrived at the restaurant, but the police quickly extinguished them and arrested the disturbers. They were charged before Mr. P. A. Hazeland at the Police Court yesterday with disorderly behaviour, damaging property and assault, and on the charges being proved were each ordered to pay a fine of \$10.

## SUPREME COURT.

Thursday, January 9th.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. A. G. WISE  
(Circuit Judge).

## A CROSS ACTION.

Yau Loong sued Dang Chee and Co. to recover \$934, being balance of account owing to them by the defendants for goods sold and delivered. A cross summons was brought by Dang Chee and Co. against Yau Loong to recover \$551.73, being the equivalent of £50, the amount of damage suffered by the plaintiffs by reason of the defendants' breach of contract for the supply of 200 casks of ginger, the contents in the casks supplied not being according to sample. In the first action (No. 1653) Mr. R. D. Atkinson (of Messrs. Deacon, Looker and Deacon) represented the plaintiffs, and in the counter claim he represented the defendants. In the second action (891) Mr. P. W. Goldring (of Messrs. Goldring and Barlow) appeared for the plaintiff, who were defendants in the first action and represented by the same solicitor.

His Lordship—Can the two actions be taken together?

Mr. Goldring—I'm going to ask for an adjournment.

Mr. Atkinson—I must oppose it.

Mr. Goldring—My reasons are that my clients' executor admit \$133 as due. The managing partner has ceased to be managing partner, and I have had considerable difficulty in getting any instructions. I would ask for an adjournment on what terms your Lordship thinks fit. There is no question of the matter being settled before Chinese New Year.

Mr. Atkinson—The summons has been adjourned from Friday to Friday for the last two or three weeks.

His Lordship—They will have to pay for all that.

Mr. Atkinson—I would ask your Lordship to give judgment in action 1653.

Mr. Goldring—I have no objection to that if your Lordship will grant a stay of execution for fourteen days.

His Lordship—How long do you want the second action adjourned?

Mr. Goldring—It can be taken in Friday's list. I want to see the late manager, who is in Canton, and to get a cheque to pay in. The case practically resolves itself into an issue as to whether surveyors' reports are acceptable for home.

His Lordship gave judgment and costs for the plaintiff in action 1653, and stayed execution until Tuesday when action 1891 will be heard.

## A DISPUTED CONTRACT.

The Nam Wo firm brought action against the Hop Fook Cheung to recover the sum of \$20418, amount of ascertained and liquidated damages and loss sustained by the plaintiff by reason of a breach of contract by the defendants, dated November 8th, to sell to the plaintiff and deliver within seven days, 500 tons of Swatow oil at 14s 11.75 per picul, and which the defendants failed to deliver.

Immediately after the contract the market price of the said oil went up, and the plaintiffs were compelled by the defendants' breach of contract to buy similar oil elsewhere at a higher price, and sustained a loss of £204.18. Mr. Dixon (of Mr. R. A. Harding's office) appeared for the plaintiff, and Mr. Sargent (of Messrs. Wilkinson and Grist) for the defendants.

Mr. Dixon informed the Court that there was a clause in the contract which stated that if the goods were not taken delivery of at the stipulated time they would be sold by auction. On the 6th November defendants said they could deliver the oil required by the plaintiffs, and on the 10th, when again interviewed, they promised to deliver it in a few days. On the strength of this the plaintiffs entered into a sub-contract, and later demanded of the defendants delivery of 500 tons under that contract and 300 tons under a former contract. Defendants agreed to deliver the 500 tons if plaintiffs would take delivery of the 300 tons. Plaintiffs agreed, and the 300 tons were forwarded and paid for. When defendants wanted more time in which to deliver the 500 tons. On the 14th plaintiffs received a letter from the sub-contractor demanding delivery of 500 tons. On the 17th plaintiffs again applied to the defendants for delivery, and again on the 21st, when the defendants said they would deliver in two days' time, as they expected a steamer to arrive with oil. On the 22nd plaintiffs received another letter from the sub-contractors demanding delivery and threatening proceedings. On the 23rd the defendants' lorry offered to deliver 200 tons and pay a small compensation for not delivering the other 300 tons. A letter was written to defendants informing them that plaintiffs would not accept this, and a second one, sent, and not registered over, again demanded delivery, but had not been complied with, and thus the plaintiffs were compelled to buy oil for the sub-contractor at a loss. The price of oil during this time had been steadily rising.

After hearing the evidence his Lordship allowed judgment for plaintiffs with costs.

## AMOY RACES.

The following are the results of the first day's racing at the Amoy winter meeting which commenced yesterday:—

Consular Cup, Value \$100. Seven Furlongs: FINEBEE.

Trials Stakes, \$10 each, \$100 added. Three quarters of a mile: GAYO W.N.

Po-see Challenge Cup (Presented) one mile and a quarter: TIFCAT.

Hackman Cup, Value \$100. One mile and a quarter: FINEBEE.

Er Mong Kang Plate (Presented) One mile and a quarter: RHONE.

The Awa Cup (Presented) One mile: HARMONY.

Amoy Stakes, \$10 each, One mile and a quarter: TIFCAT.

## GREATEST CRUISE ON RECORD.

New York, Wednesday, Dec. 11.  
All America is watching with the keenest interest the preparations which are being made at Hampton Roads, the important naval base in Virginia, for the greatest naval cruise on record, when sixteen battleships will make the voyage from the Atlantic to the Pacific. Hampton Roads is the scene of the famous battle between the Merrimack and the Monitor.

The voyage, which begins on Monday next, has been the subject of strenuous opposition. It has been alleged that such a change in the venue of the fleet on only be interpreted by Japan, with whom there are still diplomatic difficulties, as a threatening demonstration. But the critics have been overborne, and the fleet is to sail.

The sixteen great warships are now swinging at their anchors in a long line, and they will be personally reviewed on Monday morning by the President, who will pass from ship to ship in his official yacht, the Mayflower.

It is no mean task which has been set Admiral Evans and the 13,000 officers and men under his command. They have to take sixteen of the largest and most up-to-date battleships in the world on a full dress parade extending over nearly 14,000 miles.

Tons of stores have been placed on board the fleet for the consumption of the 13,000 men during the voyage. These include the following:—

5,000 tons of fresh beef.  
20,000 tons of dehydrated vegetables.  
5,000 tons of flour.  
440,000 dried eggs.  
8,000 bushels of fresh potatoes.  
100,000 lbs. of condensed milk.  
500,000 lbs. of tinned fruit.  
400,000 lbs. of peas.

Vast stores of coal have been prepared on the route of the voyage, totalling upwards of 250,000 tons, a large portion of it being supplied in British ships. Here is the itinerary which has been arranged for the voyage:—

LEAVE. ARRIVE.  
Hampton Roads Dec. 16 Trinidad Dec. 23  
Trinidad Dec. 28 Rio Janeiro Jan. 10  
Rio Janeiro Jan. 16 Punta Arenas Dec. 26  
Punta Arenas Jan. 31 Callao Feb. 13  
Callao Feb. 19 Magdalena Bay Mar. 5  
Magdalena Bay Apr. 5 San Francisco Apr. 10

## SOME UNCONVENTIONAL NEWSPAPERS.

A reference in the *Westminster Gazette* to the Jubilee Number of the *Chung Ngai San Po* (the Chinese "Daily Press"), elicited from a correspondent of the London Journal the following interesting notes:—

"The *Chung Ngai San Po*, which, as you announce, recently celebrated its jubilee by appearing on scarlet pages, has had many equally unconventional predecessors. Some years ago a Nanking newspaper printed one of its issues on wall-paper. 'Having run all our white paper through,' was the humorous explanation, 'we are using up the wall-paper given us, and only the office-towel left.' When the stock of white printing-paper in the Island of Trinidad once ran out the *Port of Spain Gazette* made a brilliant appearance on mauve paper, with a bright yellow inside supplement, followed by an issue printed on corse paper, with a magenta supplement; a Cape newspaper was once published on brown paper the normal use of which was for parcels; and two successive issues of a native journal of Ahmedabad were a brilliant yellow and a dark green. Even more remarkable was *Le Mouchette de Pêche Potique*, a French daily paper, which was printed on linen, and served the double purpose of a newspaper and a handkerchief."

## SITUATION IN PORTUGAL.

THE DICTATOR INTERVIEWED.  
The special correspondent of the "Daily Mail" has had an interview with Senator Franco, the Portuguese Premier who, now that Parliamentary Government has been abolished, is Dictator.

As to the situation, the correspondent remarks that for six months the Portuguese have been without a Parliament, and yet a cent penny the worse. Certainly there are no symptoms of revolution. Save for the politician and the journalist life is unchanged. The King remains firm. Senator Franco is undaunted by threats; the Prime Minister is going to resign with his father to show the world that they are on good terms.

Sensor Franco, in the course of the interview, said:—"I am not opposed to a Parliament. I had a six and a half months' trial of work with Parliament. When political parties give proof of their intention not to abuse the machinery of the constitution, we shall be prepared to restore representative institutions. Meanwhile, the dictatorship is not directed against political opponents. It is purely administrative. Our first duty is to establish our finances on a sound basis."

None can doubt that money is the root of evil in Portugal. Patriots and politicians may prate of the Constitution, but financiers know the cause and extent of the mischief. They watch with interest the efforts of the Dictator, who with a stroke of the pen abolished sinecures worth £240,000 a year. The Dictator is at least impartial; for he has reduced by £8,000 the annual allowance of the Queen-Dowager. On the other hand, he has increased the Civil List, and thereby avoided the manipulation of accounts calculated to discredit the Throne. He has also added to the pay of officers in the Army. "I wish to purify the Parliamentary system by removing the temptation to divide the spoils of office," said the Dictator.

## CALIFORNIA AND ASIATIC IMMIGRANTS.

San Francisco, December 5th.  
At Marysville, yesterday, the convention of California fruitgrowers unanimously adopted a memorial to Congress demanding that the Chinese Exclusion Act be repealed, and that a "fixed liberal number of Chinese" and an equal number of Japanese be admitted into the United States on the same conditions as those applying to immigrants from Europe.

The speakers declared that it was impossible to obtain white labour that they could depend upon for work in orchards, vineyards, &c. The memorial says that the industries concerned are threatened with extinction, and adds:—"We affirm that there is absolutely no evidence that the States in the West ever suffered industrial or economic injury from the presence of Chinese here prior to the Exclusion Law. We reject the theory of assimilation, holding that when non-assimilating labour is engaged in this non-competitive work it relieves us of a strain upon our racial and national standards."

After the memorial had been adopted, Mr. John Irish made a speech in which he said that the real peril to the country was the immigration from Southern and South-Eastern Europe, and that the present condition of the fruit regions of California was due to labour union agitators, most of whom were themselves aliens.

## PROTEST AGAINST EXCLUSION.

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Milan **GRAND PRIX** 1906.



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LOUIS T. LEONOWENS LD., Bangkok. 178

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## Hall's Coca Wine

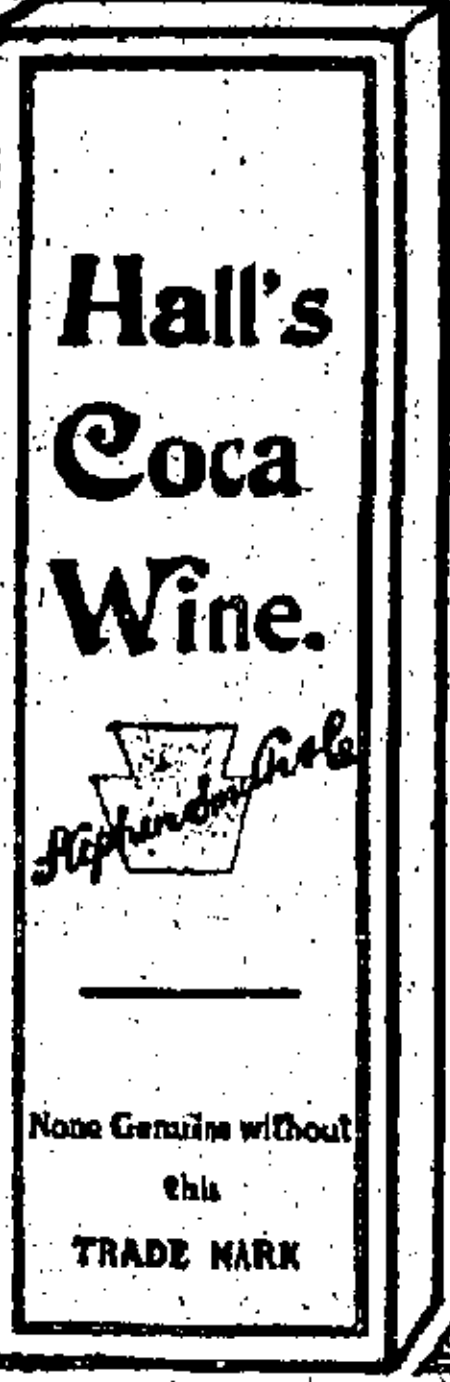
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It gives you increased vitality and the vigour of perfect health.

It makes you healthy and keeps you healthy.

Hall's Coca Wine is England's grandest restorative. It is sold in large and small bottles by all chemists and stores. Look for the red Keystone trade-mark.



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GRACA & CO.,  
Hongkong Hotel Corridor,  
Hongkong, 1st January, 1908. 119

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31 QUEEN'S ROAD CENTRAL.  
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Consultation Free.  
Hongkong, 21st September, 1905 1540

## MOTOR NOTES FROM HOME.

[Written for the Hongkong Daily Press.]

London, Nov. 29th.

THE GREAT SHOW QUESTION.

The aftermath of the Olympia Exhibition is a controversy which bids fair to occupy the columns of the motoring, and other papers, for some time to come. A "no-show" movement was started in the second week of the Show, and a petition asking the Society of Motor Manufacturers and Traders not to hold any Show next year was signed by a number of those who see no good in Shows that have been or are to come. The reasons advanced against the Show were, briefly, those stated in the concluding of my last letter. At a meeting of those interested held at Olympia, however, the general consensus of opinion was that these exhibitions are beneficial to the motoring industry, and the public generally, and this view was upheld by a big voting majority. On this, the management of the Motor Show took immediate action, and booked Olympia for corresponding dates in 1908 and 1909, securing an option on the hall for 1910 and 1911. The Show is, thus, a certainty for the next two years at least. But this, of course, will not close the discussion. It will, probably stimulate the controversial propensities of the leaders of the opposition. It is, nevertheless, a fact that orders at the Show are reported to have been fewer than last year; though it may be said, as against this, that it is not now so necessary to place your orders so far in advance as was formerly the case, and that buyers, being aware of this, do not hurry in "putting their orders through, preferring to take their time in making selections. Still, as regards the better known firms some of these did very well indeed. I was told, on good authority, that one British firm booked orders to the extent of nearly £500,000, representing some 1,000 cars of this firm's make.

CONCERNING THE CHEAP CAR.  
A correspondent, whilst kind enough to appreciate my efforts to make these notes of interest to the motorist in the East, thinks better success might be achieved by devoting greater attention to the question of the "cheap" car. Well, this is precisely what I have, among other things, most in mind. The question, of course, is what is intended to be conveyed, in this connection, by the term "cheap." It is difficult to enthuse over the car costing less than, say, £200. Personally, I do not care much for such cars. I would much prefer a motor-bicycle, with side or fore car, a good tri-car, or "quad." The cheapest four-wheeled car on the market at present is the "O.T.A.V.," of which the Junior Motor Car Company, of Jermyr, Sir, W., are the agents. This is a 5½ h.p. single-cylinder, two-seater, with hood, and wire wheels, capable of doing 25 to 30 miles per hour on the level, 3 speeds forward, no reverse, petrol consumption (roughly) one gallon to 40 miles. Price 95 guineas. The "O.T.A.V." is a very handy little run-about for anyone who merely needs a small car to get round town, the plantations, or from bungalow to office and back. The "O.T.A.V." also, is very simple in construction, and is pretty good at hills.

EDISON BUZZ.  
There is, however, going to be no such cheapness as has been hinted at in some of the papers, following upon the use of the "new" Edison storage battery, when we shall get a first-class electric brongham of practically unlimited horse-power, at a couple of hundred pounds or so. This accumulator—or whatever it is, reports differ—is stated to have solved the problem of providing an almost infinitely great power at an almost infinitely small cost. Does it need to be said that most of these reports are mere "bunkum"? The battery in question is that invented a few years back, and it has not produced the results anticipated. So far as any real information goes, there is no evidence whatever that it has done, or is going to do, any of the wonderful things attributed to it by the sensational press.

THE PARIS SALON EXHIBITION.  
The great event in the motor world following upon Olympia, is the Paris Salon Exhibition. A good deal of information, "forecast," and other, is to hand, from which it is possible to gather a fair idea as to the conditions there. The attendance is said to have, so far, been larger than the previous year, and what has been said of Olympia may apply, almost in the same terms, to the Salon. The small cars, and voiturettes, in which some readers seem to be chiefly interested are very prevalent. Several are priced at about £200—the "Passe-Port" for instance. But, after all is said to the credit of the voiturette, it is impossible to be quite sure of sound construction and material at such low prices. If there is a growing public demand for cheap cars, much more care will have to be taken in their construction and design than in the case now.

TOWARDS UNIFORMITY.  
There is the same general tendency towards uniformity in design. The larger firms do not depart much from what have come to be considered as now uniform practice, and, if as some still have it, standardisation is as far off as ever, nevertheless the same well-tried principles are adhered to more and more. Live-axle drive continues to rise in favour, but the adoption of the oil-bath chain cover tends to give the chain-drive a new lease of life. This principle is to all intents and purposes, the same as that of the oil-bath gear cases for bicycles, and its advantages are too obvious to need enlarging upon. As regards sales, there is a falling-off in the matter of big priced vehicles, and a larger demand for an average of 15-20 h.p.

NON-SKIDS.  
An excellent catalogue has been issued by the Valudus Non-Skid Motor Tyre Company, of 190 Victoria Street, Westminster. The Valudus Company's specialities are their unpuncturable leather non-skids, vulcanised to the tyre by cold process, and detachable non-skids which are

easily fitted to, or detached from, either new or worn tyres. The Valudus horn and attachment by means of which the rubber bulb, always a nuisance in the tropics, is dispensed with. This is a useful device and will not easily get out of order. It is one of the best I have seen for strength, simplicity and smartness of appearance.

ELASTES.  
The Elastex filling has, evidently, come to stay, and good things continue to be said of it on every hand. The Dunlop Pneumatic Tyre Co., Ltd. have undertaken the selling agency in the United Kingdom. The new movable flange rim introduced by the Elastex Company, has now made it possible for use in any tyre which are in fairly good condition. The ability to fill used tyres should divert a lot of new business to the Company.

SOME NOTEWORTHY SALES.  
A noteworthy sale at Olympia was a 28 h.p. 6 cyl. Lanchester car to H.H. the Jam Sahib of Nawangan (Prince Ranjitsingh), who visited the Show. Incidentally, he purchased three or four other cars for his suite. Other Eastern orders are a 25 h.p. seven-seater Daimler car for the Rajah of Madhal through the Bombay Motor Car Company, Ltd., and a 4-16 h.p. F.I.A.T. landaulet delivered to the Maharaja of Mysore.

## PORT ARTHUR COURT-MARTIAL.

The court-martial on General Stössel, Russian Fock, and Smirnov, in connection with the defence and surrender of Port Arthur, opened in the vast hall of the Army and Navy Club, which was crowded with officers. General Stössel appeared in full, wearing the St. George's Order. The other prisoners were in uniform.

The Court consists of nine officers, under the presidency of General Dikmussoff. General Kurasky appears as prosecutor on behalf of the Crown. The Court sat behind a long table beneath the Tsar's portrait, the prisoners being seated on their right. General Stössel's senior counsel is M. Lilliasoff, a member of the Duma. There are 150 witnesses, all of whom took part in the war, including Generals Kurasky, Wirr, and Gregorovich, and numerous other generals and admirals, who occupied two rows of chairs. General Nadein, who is ill, was one of the few absentees. Admiral Birleff, ex-Minister of Marine, was also present in court when the indictment was read.

In opening the proceedings, General Dikmussoff, the president, said: "The Court has before it charges of illegal conduct on the part of the chief officers at Port Arthur, conduct which led to a capitulation dishonourable to a brave garrison and humiliating to Russia."

The reading of the indictment lasted four hours, and did not finish till next day. During the longest interval, General Kurasky covered in an animated manner with General Smirnov. General Stössel was surrounded by military friends.

The most dramatic moment of the day was when the witnesses walked in, conjuring up, as they did, a picture of the conflicts and differences between the leading personalities in Port Arthur during the final stages of the siege.

The fact that General Biderling is one of the judges, and General Kurasky one of the witnesses, whilst General Rensaukamp was one of the most remarkable trials in the annals of the army.

## THE HUMAN MACHINE.

HOW IT GETS OUT OF ORDER, AND HOW IT MAY BE PUT RIGHT BY MOTHER SEIGEL'S SYRUP.

In the finely-fitted mechanism of the human body each process is so dependent on the next, that when one fails your whole system is affected. And the most important process of all, the foundation of health, the very ground-work of life itself, is digestion. When this fails, nourishment fails, and naturally you become weak and ailing. Your liver breaks down in sympathy with your stomach, and the horrors of biliousness seize you. Then your bowels become constipated for want of the natural laxative which the liver should supply and arising from these three causes—indigestion, biliousness and constipation—poison your blood and ruin your health. Mother Seigel's Syrup prevents or cures indigestion by strengthening your stomach, liver and bowels and restoring them to perfect efficiency.

Here is an example: Mrs. Jane Davis, 39, Herbert Street, Harbury, Carlisle, writing first on April 17th, 1906, says:—"I used to vomit till I was utterly worn out. I had pains in my stomach even after the vomiting, and fearful headaches. I could eat nothing, and had no rest night or day, though worn out with fatigue. But Mother Seigel's Syrup cured me."

"I gain, on May 6th of the current year, Mrs. Davis writes: 'It is four years now since Mother Seigel's Syrup cured me, and I am still well and strong. I have never suffered since.'"

Mother Seigel's Syrup cures Indigestion, Biliousness, Constipation, Headache, Wind, and all the other ills that arise from a disordered state of the digestive system.

Mother Seigel's Syrup is now also prepared in Tablet form, and sold under the name of Mother Seigel's Syrup Tablets. PRICE 2/9—ONE SIZE ONLY. 67-2

## LATEST STEAMER MOVEMENTS.

The N.Y.K. str. *Totomi Maru* (Bombay Line) left Moji for this port on the 8th inst., and is expected here on the 13th inst.  
The N.Y.K. str. *Kapshima Maru* left Singapore for this port on the 8th inst., and is expected here on the 15th inst.  
The Indo-China str. *Kinsang* left Calcutta for this port via the Straits on the 7th inst., and may be expected here on or about 23rd inst.

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THE ORCHESTRELLE CO.'S  
NEW MODEL  
"AERIOLA"  
PIANO PLAYERS  
RETURNED AFTER A FEW MONTHS  
ON HIRE  
REDUCED TO \$350.  
A MARVEL OF MECHANICAL GENIUS  
AND THE MOST PERFECT INSTRUMENT ON THE MARKET.  
A WRITTEN GUARANTEE GIVEN  
WITH EACH INSTRUMENT.

S. MOUTRIE & CO., LD.,  
York Building, Charter Row.  
Hongkong, 13th November, 1907. 3-1

## Abbey's Effervescent Salt

Do you get up with a "born-tired" feeling mornings? had taste in your mouth? dull headache? wabbling stomach? Unpleasant but familiar, isn't it?

It is proof that you need Abbey's Salt, the stomach regulator, and need it badly.

A dose of Abbey's Salt before breakfast will quickly drive these ill feelings away and set you right within an hour.


Sold in two sizes by all Chemists and Stores, and by Watkins, Ltd., and A. S. Watson, Ltd., Hong Kong.  
The Abbey Fruit Saline Co., Ltd.,  
44, Queen Victoria Street, London, E.C. 35-2.

REVIVES THE ZEST OF LIFE.  
When the doctor cheerfully observes "You have now only to hurry up and get back your strength," he feels that you are at least on a safe road. When Hall's Coca Wine is suggested as a help, you find it a bit different from the stimulant, evil-tasting drugs—a delightful, palatable beverage that soon revives all the sparkle and zest of life. Hall's Coca Wine is a marvellous restorative—with it at hand the uncertainty of convalescence disappears, for health and robust strength soon return.

BETTER THAN COPAIBA!  
**MATICO**  
GRIMAULT & CO. CHEMISTS, PARIS  
Renowned Physicians prescribe Grimault's Matico as the most active and at the same time the most inoffensive remedy in the treatment of Acute and Chronic Diarrhoea, the Colic, enteric colic, and do not cause emphysema on the skin or produce nausea.

**CURE FOR ASTHMA**  
GRIMAULT'S INDIAN CIGARETTES  
For Asthmatic people who suffer from OPHTHALMIA, BRONCHITIS, SOBBING, and BRONCHITIS, INFLUENZA, and DIFFICULTY IN EXPECTORATION.  
Grimault's Cigarettes render the respiration easier, stop short the paroxysms, and remove the feeling of tightness across the chest.  
GRIMAULT & CO. PARIS  
Sold by all Chemists.

# THORNE'S OLD VAT



THIS VAT WAS STARTED BY THE LATE ROBERT THORNE OF GREENOCK AND HAS BEEN SOLD AS SUCH SINCE 1851.

## SCOTCH WHISKY.

SOLE AGENTS IN  
HONG KONG, CHINA & MANILLA.  
**A. S. WATSON & CO., LTD.**  
1763

**INSURANCES**  
NORTH BRITISH AND MERCANTILE FIRE INSURANCE COMPANY.  
TOTAL FUNDS AT 31st December, 1906 £17,887,118.  
AUTHORISED CAPITAL... £3,000,000  
SUBSCRIBED CAPITAL... 2,750,000  
PAID-UP CAPITAL... 687,500 0 0  
FIRE FUNDS... 9,388,720 19 8  
The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.  
SHEWAN, TOMES & CO., Agents.  
Hongkong, 27th April, 1907. 1146

AACHEN AND MUNICH FIRE INSURANCE CO.  
OF AIX LA CHAPELLE.  
The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.  
REUTER, BROCKELMANN & CO., Agents.  
Hongkong, 21st April, 1907. 114

THE GLOBUS INSURANCE COMPANY OF HAMBURG.  
The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.  
CARLOVITZ & CO., Agents.  
Hongkong, 13th August 1906. 23

**HONGKONG BUSINESS DIRECTORY.**  
BOOKBINDING.  
"DAILY PRESS" OFFICE.  
The only office in China having European taught workmen fitted to home work.  
IRON MERCHANTS.  
SINGON & CO.,  
Iron, Steel, Metal and Hardware Merchants. Wholesale and Retail Ironmongers. 1½ Iron and Foundry. Coke Importers. General Storekeepers and Commission Agents. 35 & 37, King's Road Central, (at Street West of Central Market) Telephone No. 513.  
PRINTING.  
"DAILY PRESS" OFFICE.  
Proofs read by Englishmen.  
TYPEWRITER.  
F. A. V. RUBERO.  
Typewriting Work Undertaken, Cleaned, Repaired, Overhauled. Charges moderate. Late of the Hongkong Typewriting Bureau 10, Queen's Road Central (First floor).

**FOR SALE.**  
FOR SALE.  
A FINE COPY OF CAMOENS' WORKS, in Portuguese. Four Volumes, Royal Octavo. Published in Lisbon, 1800-4 and bound Half-Green Calfskin. Splendid Condition. Apply to—  
"CAMOENS,"  
Care of "Daily Press" Office.  
Hongkong, 21st December, 1907. 2001

**FOR SALE.**  
INLAND LOT No. 1706.  
SITUATE at North Point, Shaukiwan Road, Hongkong, (next to the Metropole Hotel).  
The property contains by admeasurement 103,950 square feet. Crown Rent, \$238.00 per annum.  
For further particulars, apply to  
GOLDING & BARLOW, Solicitors,  
10, Queen's Road Central,  
Hongkong, 12th September 1907. 195

**ON SALE.**  
A TABLE OF THE  
RATES OF EXCHANGE AT  
HONGKONG.  
For Demand Drafts on London on the day of or preceding the departure of the English Mail; also Table of the Yearly Approximate Averages for 33 Years.  
Price: \$2 Cash. On sale at the "DAILY PRESS" Office or Local Booksellers.

**mitsu bishi goshi-kwaisha (MITSU BISHI CO.)**  
COAL DEPARTMENT  
MARUNO-UCHI, TOKYO.  
Cable Address, "IWASAKI," which applies to all Branch Offices.  
All ABC 5th Ed., Western Union Codelets used All Letters Addressed:  
MANAGER MITSU BISHI Co. with name of place under.  
BRANCH OFFICES:  
YOKOHAMA, M. ASADA, Esq.  
CHINKIANG: Messrs. GRABING & Co.  
MANILA: Messrs. MACONDRAY & Co.  
SOLE PROPRIETORS of Takashima, Ochi, Shinetsu, Namatsu and Kami-Yamada Collieries, and also Hojo Colliery, which will shortly be ready to produce on a large scale the best Buzen Coal.  
The Head and Branch Offices and the Agencies of the Company will receive any order or sale produced from the above Collieries.  
T. MATSUKI, Manager, Hongkong, 814  
No. 2, Pedder Street.



## SHIPPING.

**ARRIVALS**  
 BENCLEUCH, British str., 2,879, G. McMillan, 9th January—Singapore 2nd Jan., General—Gibb, Livingston & Co.  
 DELHI, British str., 4,733, J. D. Andrews, R.N.E., 9th January—Shanghai 7th Jan., General—P. & O. S. N. Co.  
 DRIVANIA, British str., 4,785, T. H. Hida, R.N.E., 9th January—Bombay 23rd Dec., and Singapore 4th January, Mails & General—P. & O. S. N. Co.  
 HAILAN, French str., 377, Anderson, 9th Jan.—Pakhoi & Hoihow 7th January, General—A. R. Marly.  
 KAWACHI MARU, Japanese str., 3,782, H. Idenwa, 9th Jan.—Singapore 3rd Jan., General—Nippon Yusen Kaisha.  
 KOBE, American str., 3,651, Samuel Sandberg, 9th Jan.—San Francisco 10th Dec. via Japan Ports and Shanghai 7th Jan., Mails and General—Pacific Mail Steamship Co.  
 LIENSHING, British str., 1,043, Wright, 9th January—Chefoo and Weihaiwei 3rd Jan., General—Jardine, Matheson & Co.  
 LINAN, British str., 9th January—Canton.  
 PETCHADUMI, German str., 2,160, E. Wolf, 9th January—Bangkok 24th Jan., Rice and Salt—Butterfield & Swire.  
 POLYPHYMUS, British str., 3,661, J. Chimes, 9th January—Singapore 2nd Jan., General—Butterfield & Swire.  
 WINGSONG, British str., 1,517, Walker, 8th January—Wulu and Chinkiang 4th Jan., General—Jardine, Matheson & Co.

**CLARANCES**  
 At the Harbour Master's Office.  
 9th January.  
 Fukura Maru, Japanese str., for Moji.  
 Glenison, British str., for Haiphong.  
 Hsinang, British str., for Taku.  
 Soshu Maru, Japanese str., for Swatow.  
 Wingsong, British str., for Canton.

**DEPARTURES**  
 9th January.  
 CEYLON MARU, Japanese str., for Singapore.  
 FEICHING, Chinese str., for Shanghai.  
 GERMANIA, German str., for Manila.  
 HANOI, French str., for Haiphong.  
 HAINAN, Chinese str., for Canton.  
 J. D. Andrews, British str., for Hoihow.  
 KAWACHI MARU, Japanese str., for Canton.  
 PHOENIX, British str., for Saigon.  
 PRINCE OF WALES, German str., for Bangkok.  
 SCANDIA, German str., for Singapore.  
 SINGAN, British str., for Hoihow.

**VESSELS IN DOCK**  
 January 9th.  
 ARNOLD DOCK—Lighting.  
 Kowloon Dock—Neil Hobbs, Kutchin, Looock, Yungking, Heron, Mercator, Looock, Comopolitan Dock—Foucau, Honam.

**CHINA & MANILA STEAMSHIP COMPANY, LTD.**  
 A CARNIVAL  
 is to be held  
 in MANILA under Government auspices  
 during the week on evening  
 3rd FEBRUARY, 1908.

As an inducement to Hongkong residents to take part in this important event besides enjoying a holiday of reasonable length we have decided to despatch our Steamer "RUBI" on FRIDAY, 31st instant, in the evening instead of at Noon on SATURDAY. The Steamer will, therefore, reach Manila early on MONDAY morning, and in order that the full week's festivities may be enjoyed we shall not despatch the steamer from Manila until SUNDAY morning, 9th February, at daylight. Steamer will reach Hongkong again on the afternoon of TUESDAY, 11th February.  
 We have arranged a special fare for this round trip of \$50, and we shall allow passengers to remain on board during the stay in Manila for \$10 per day inclusive. We trust to secure sufficient passengers to justify our having offered this inducement.  
 For further particulars, apply to the undersigned.  
 SHEWAN, TOMES & Co.,  
 General Managers,  
 Hongkong, 18th December, 1907. 1969

**VESSELS ON THE BERTH**  
 DOUGLAS STEAMSHIP COMPANY, LIMITED.  
 FOR SWATOW, AMOY AND FOCHOW.

**THE Company's Steamship**  
 "HAICHING."  
 Capt. A. E. Hodgins, will be despatched for the above ports TO-DAY the 10th inst., at 10 A.M.  
 For Freight or Passage, apply to  
 DOUGLAS, LAURIE & Co.,  
 General Managers,  
 Hongkong, 7th January, 1908. 162

**AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.**  
 STEAM TO  
 SHANGHAI, YOKOHAMA AND KOBE  
 THE Company's Steamship  
 "AUSTRIA."  
 Capt. Gillhuber, will leave for the above places on or about SATURDAY, the 18th inst.  
 For Freight or Passage, apply to  
 SANDER, WIELER & Co.,  
 Princes' Buildings,  
 Hongkong, 9th January, 1908. 3

**TOYO KISEN KAISHA.**  
 SOUTH AMERICAN LINE.  
 Regular Steamship Service between Hongkong, CALLAO and IQUIQUE, via JAPAN PORTS (Kobe and Yokohama).  
 With Liberty to call at Honolulu and Salina Cruz.  
 Steamers Tons  
 "KASATO MARU" 6,100 Sometime in March 1908.  
 Taking Freight and Passengers to other Eastern and Western Coast Ports of South America in connection with Steamers of the Pacific S. N. Co.  
 K. MATSUDA, Manager,  
 York Building,  
 Hongkong, 27th December, 1907. 10

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k" nearest Hongkong "h" midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's	2. From Harbour Master's to Blake Pier.	3. From Blake Pier to Naval Yard.	4. From Naval Yard to East Point.
DESTINATION	VESSEL'S NAMES	FLAG & REG.	CAPTAIN
LONDON & ANTWERP	DELHI	Brit. str.	J. D. Andrews, R.N.E.
LONDON & ANTWERP	NILE	Brit. str.	E. P. Marlin
LONDON & ANTWERP	YINGHIRE	Brit. str.	Malchow
LONDON & ANTWERP	DOBTMUND	Ger. str.	Ailhand
LONDON & ANTWERP	SALAZIE	Frans. str.	Filler
LONDON & ANTWERP	HABSBURG	Ger. str.	Wagner
LONDON & ANTWERP	SIAM	Swed. str.	Deinet
LONDON & ANTWERP	C. F. PERD. LAEISZ	Ger. str.	Vahsel
LONDON & ANTWERP	ARAGONIA	Ger. str.	Habel
LONDON & ANTWERP	VANDALIA	Ger. str.	E. Malchow
LONDON & ANTWERP	SAXONIA	Ger. str.	E. Tarabochia
LONDON & ANTWERP	P. E. FRIEDRICH	Ger. str.	Thompson
LONDON & ANTWERP	NIPPON	Aus. str.	Cowley
LONDON & ANTWERP	INDRAPURA	Am. str.	D. Mori
LONDON & ANTWERP	ERROLL	Brit. str.	P. T. Helms
LONDON & ANTWERP	SHIMODA	Brit. str.	W. von Sanden
LONDON & ANTWERP	JERICO	Am. str.	W. B. Brown
LONDON & ANTWERP	EMPEROR OF INDIA	Brit. str.	Jardine
LONDON & ANTWERP	MONTEAGLE	Brit. str.	Mawley
LONDON & ANTWERP	KUMERIC	Am. str.	W. O. Jones
LONDON & ANTWERP	KASATO MARU	Jap. str.	T. Suruga
LONDON & ANTWERP	EMPEROR	Brit. str.	T. H. Hida, R.N.E.
LONDON & ANTWERP	PRINCE WALDEMAR	Ger. str.	W. P. Baker
LONDON & ANTWERP	CHINGTU	Brit. str.	S. M. Reynolds
LONDON & ANTWERP	TILAWONG	Dut. str.	J. W. Walker
LONDON & ANTWERP	HANGCHOW	Brit. str.	L. D. Northcombe
LONDON & ANTWERP	TUNHAN	Brit. str.	Williams
LONDON & ANTWERP	SOSHU MARU	Brit. str.	P. Grosch
LONDON & ANTWERP	KWONGSANG	Brit. str.	F. Northcombe
LONDON & ANTWERP	TONGSANG	Brit. str.	Gillhuber
LONDON & ANTWERP	LIENSHING	Brit. str.	M. B. Lake
LONDON & ANTWERP	CHANGCHOW	Brit. str.	H. A. Harde
LONDON & ANTWERP	SAXONIA	Ger. str.	A. E. Hodgins
LONDON & ANTWERP	SHANGHAI	Brit. str.	H. S. Smith
LONDON & ANTWERP	SHANGHAI	Brit. str.	S. J. Payne
LONDON & ANTWERP	SHANGHAI	Brit. str.	R. Almond
LONDON & ANTWERP	SHANGHAI	Brit. str.	A. W. Outerbridge
LONDON & ANTWERP	SHANGHAI	Brit. str.	G. H. Pennelather
LONDON & ANTWERP	SHANGHAI	Brit. str.	Mathias
LONDON & ANTWERP	SHANGHAI	Brit. str.	F. Sembill
LONDON & ANTWERP	SHANGHAI	Brit. str.	Dini
LONDON & ANTWERP	SHANGHAI	Brit. str.	Cox
LONDON & ANTWERP	SHANGHAI	Brit. str.	W. E. Sawoe
LONDON & ANTWERP	SHANGHAI	Brit. str.	H. Koops

## CANADIAN PACIFIC RAILWAY, COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.  
 THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER 11 DAYS ACROSS THE PACIFIC IS THE "EMPEROR LINE." SAVING 5 TO 10 DAYS' OCEAN TRAVEL.  
 11 DAYS YOKOHAMA TO VANCOUVER.  
 15 DAYS HONGKONG TO VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).	TONS	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPEROR OF INDIA" 6,000	...	THURSDAY, 18th Jan.	3rd Febr.
"MONTEAGLE" 6,133	...	THURSDAY, 28th Jan.	22nd Febr.
"EMPEROR OF JAPAN" 6,000	...	THURSDAY, 13th Febr.	2nd March
"EMPEROR OF CHINA" 6,000	...	THURSDAY, 13th March	30th March
"EMPEROR OF INDIA" 6,000	...	THURSDAY, 9th April	27th April
"MONTEAGLE" 6,133	...	WEDNESDAY, 22nd April	16th May

"EMPEROR" Steamers will depart from HONGKONG at 4 P.M.  
 Intermediate Steamers at 12 Noon.  
 THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co's NEW PALATIAL "EMPEROR" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 24 days from YOKOHAMA and 29 days from HONGKONG.

Hongkong to London, let Class ... via St. Lawrence River Lines or New York \$71.10  
 Intermediate on Steamers ... 240, " 242.  
 and 1st Class Railways.  
 First Class rates include cost of Meals and Berth in Sleeping Car while crossing the American Continent.  
 R.M.S. "MONTEAGLE" carry Intermediate-passengers only, at Intermediate rates, affording superior accommodation for that class.  
 Passengers Recked through to all points and AROUND THE WORLD.  
 SPECIAL RATES (First class only) granted to Missionaries, Members of the Navy, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.  
 For further information, Maps, Route, Handbooks, Rates of Freight and Passage, apply to  
 D. W. CRADDOCK, General Traffic Agent for China,  
 Corner Pedder Street and Prays opposite Blake Pier.

**HONGKONG-MANILA.**  
 Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-date arrangements for comfort of Passengers.  
**CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.**

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2540	Fraser	Manila	On 11th January, 1908
RUBI	2540	R. W. Almond	Manila	On 18th January, 1908

For Freight or Passage apply to  
**SHEWAN, TOMES & CO.,**  
 GENERAL MANAGERS.  
 Hongkong, 9th January, 1908. 14  
**HONGKONG-NEW YORK-BOSTON.**  
**AMERICAN ASIATIC STEAMSHIP COMPANY**  
 FOR NEW YORK AND BOSTON VIA PORTS AND SUEZ CANAL.  
 (WITH LIBERTY TO CALL AT THE MALABAR COAST).  
 S.S. "INDRAPURA" ... On 14th January, 1908.  
 For freight and further information apply to  
**SHEWAN TOMES & CO.,**  
 GENERAL AGENTS.  
 Hongkong, 1st January, 1908. 15

## HAMBURG-AMERIKA LINIE. PASSENGER SERVICE.

BY the new steamers, "REHANIA," "HABSBURG" and "HOHENSTAUFEN." These steamers offer to the public the highest comfort yet attained in ocean travelling. They have very large cabins, provided WITH ONLY LOWER BERTHS. The cabins are amidsip and fitted with fans. Laundry on Board. Doctor and Stewardesses carried. These steamers call at MARSEILLES and PLYMOUTH homeward, at SOUTHAMPTON and at NAPLES outward.

In addition to these boats the steamers "SCANDIA" and "SILESIA" carry first-class passengers. Return tickets issued at reduced rates available for two years. Through tickets to be had to New York via Naples, Southampton or Hamburg.  
**OUTWARDS.**  
 FOR SHANGHAI, KOBE & YOKOHAMA  
 \* REHANIA ... 22nd Jan. 1908  
 \* HOHENSTAUFEN ... 22nd Febr. 1908  
**HOMEWARD.**  
 FOR THE STRAITS COLOMBO, ADEN, SUEZ, PORT SAID, MARSEILLES, PLYMOUTH HAVRE, & HAMBURG.  
 \* HABSBURG ... 30th Jan. 1908  
 \* REHANIA ... 20th Febr. 1908  
 \* HOHENSTAUFEN ... 26th March, 1908

**FREIGHT SERVICE.**  
**NEXT SAILINGS OUTWARD:**  
 SAXONIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 13th Jan.  
 SIKIANG ... FOR SHANGHAI ... 14th Jan.  
 SLAVONIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 17th Jan.  
 AMBRIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 20th Jan.  
 \* REHANIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 22nd Jan.  
 BRASILIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 2nd Febr.  
**NEXT SAILINGS HOMEWARD:**  
 VIA STRAITS, COLOMBO AND ADEN.  
 Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIPOLI, GENOA, PORT SAID, SUEZ, PORT SAID, BALTIC PORTS, NORTH AND SOUTH AMERICAN PORTS. Also via Aden or Port Said by the "AMERICAN PERMANENT SERVICE" to Arabian and Persian Gulf Ports.  
 ARAGONIA ... HAVRE, BREMEN & HAMBURG ... 13th Jan.  
 DOBTMUND ... ANTWERP, ROTTERDAM & HAMBURG ... 14th Jan.  
 VANDALIA ... HAVRE & HAMBURG ... 19th Jan.  
 \* HABSBURG ... MARSEILLES, PLYMOUTH, HAVRE & HAMBURG ... 30th Jan.  
 C. F. PERD. LAEISZ ... ROTTERDAM & HAMBURG ... 4th Febr.  
 SAXONIA ... HAVRE & HAMBURG ... 14th Febr.  
 \* Special attention of intending Passengers is drawn to the splendid accommodation of this Steamer. Saloon and cabins amidsip. Lighted throughout by electricity. Duty qualified Doctor and Stewardesses carried. Laundry on board.

**NORTHERN PACIFIC LINE.**  
 BOSTON STEAMSHIP COMPANY.  
 CONNECTING AT TACOMA WITH  
 NORTHERN PACIFIC RAILWAY COMPANY.  
 PROPOSED SAILINGS FROM HONGKONG FOR  
**VICTORIA, B.C. AND TACOMA**  
 VIA  
**MOJI, KOBE AND YOKOHAMA.**

Steamers.	Tons.	Captain.	Sailing Date.
* KUMERIC	6,232	Cowley	On 28th January, 1908.
* SHAWMUT	6,606	E. V. Roberts	On 21st February, 1908.
* TREMONT	6,606	T. W. Garlick	On 17th March, 1908.
* SUVERIC	6,232	W. Shotton	On 8th April, 1908.

† Cargo only.  
 CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.  
 \* The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carrier in cold storage.  
 PARCEL EXPRESS TO THE UNITED STATES & CANADA.  
 For further information apply to  
**DODWELL & CO., LIMITED,**  
 GENERAL AGENTS.  
 QUEEN'S BUILDINGS.  
 Hongkong, 1st January, 1908. 8

## VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS.  
 PLYMOUTH AND LONDON.  
 THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

**THE Steamship**  
 "DELHI."  
 Captain J. D. Andrews, R.N.E. carrying His Majesty's Mails, will be despatched from this for Bombay & on SATURDAY, the 11th January at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "MONGOLIA," 8,500 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong. Silk and Valuable, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "EGYPT," due in London on 22nd February, 1908.  
 Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.  
 For further particulars apply to  
 E. A. HEWETT,  
 Superintendent,  
 Hongkong, 31st December, 1907. 1

**NAVIGAZIONE GENERALE ITALIANA.**  
 (Florida and Rubattino United Companies.)  
 STEAM FOR BOMBAY, VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to Port Said, Messina, Naples, Leghorn and Genoa also Venice and Trieste, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO. (Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

**THE Steamship**  
 "CAPRI."  
 Captain Dini, will be despatched as above on MONDAY, the 13th inst., at Noon.  
 For further particulars regarding Freight and Passage, apply to  
 CARLOWITZ & Co.,  
 Agents.  
 Hongkong, 1st January, 1908. 4

**AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.**  
 STEAM FOR  
 FIUME AND TRIESTE (DIRECT),  
 Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ and PORT SAID.  
 Taking Cargo at through rates to the BRAZILS, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.

**THE Company's Steamship**  
 "NIPPON."  
 Capt. Tarabochia, will be despatched as above on or about THURSDAY, the 16th inst.  
 This steamer has capital accommodation for passengers, electric light and carries a doctor and stewardesses.  
 For information as to Passage and Freight apply to  
 SANDER, WIELER & Co.,  
 Agents,  
 Princes' Buildings,  
 Hongkong, 6th January, 1908. 3

FOR NEW YORK VIA PORTS AND SUEZ CANAL.  
 (With liberty to call at the Malabar Coast).  
**THE Steamship**  
 "ERROLL."  
 will be despatched as above on the 20th January.  
 For Freight, &c., apply to  
**STANDARD OIL CO. OF NEW YORK**  
 Oriental Freight Department,  
 (Hotel Manoussis)  
 Hongkong, 31st December, 1907. 109

**COMPAGNIE DES MESSAGERIES MARITIMES.**  
 FRENCH MAIL STEAMERS.  
 STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, AUSTRALIA, ADEEN, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.  
**THE Steamship**  
 "SALAZIE."  
 Captain Ailhand, will be despatched for MARSEILLES, on TUESDAY, the 21st January, at 1 P.M.  
 Passage tickets and through Bills of Lading issued for above ports and for Australia with prompt transshipment at Colombo.  
 Cargo also booked for principal places in Europe.  
 Next sailings will be as follows:—  
 S.S. "YARFA" ... 4th Febr. 08  
 S.S. "OCEANIE" ... 18th Febr. 08  
 J. MILLET,  
 Agent.  
 Hongkong, 8th January, 1908. 2

**THE AMERICAN AND ORIENTAL LINE.**  
 FOR BALTIMORE AND NEW YORK  
 (With Liberty to Call at the Malabar Coast).  
**THE Steamship**  
 "JESERIC."  
 Capt. Thompson, will leave for above Ports on or about SATURDAY, the 25th inst.  
 For Freight apply to  
 ARNOLD KARBURG & Co.,  
 Agents.  
 Hongkong, 23rd December, 1907. 108



# PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
SHANGHAI	DEVANHA	Noon, 10th Jan.	Freight and Passage.
LONDON VIA USUAL PORTS	DELHI	Noon, 11th Jan.	See Special of Call.
LONDON and ANTWERP	NILE	About 15th Jan.	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 10th January, 1908

# CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	YUNNAN	On 10th Jan., 4 P.M.
AMOI & SHANGHAI	KWEILIN	On 11th Jan., 4 P.M.
SAIGON	KANCHOW	On 12th Jan., D'light
HOIHOW and HAIPHONG	HUPH	On 12th Jan., D'light
TSINGTAI and CHEFOO	HANGCHOW	On 13th Jan., 4 P.M.
SHANGHAI	CHANGCHOW	On 13th Jan., 4 P.M.
SHANGHAI	LIAN	On 14th Jan., 4 P.M.
SHANGHAI	SHAOHSING	On 14th Jan., 4 P.M.
MANILA	TEAN	On 14th Jan., 4 P.M.
CEBU and ILOILO	SUNGKIANG	On 15th Jan., 4 P.M.
SHANGHAI	YCHOOW	On 16th Jan., 4 P.M.
MANILA	TAMING	On 21st Jan., 4 P.M.
CEBU and ILOILO	KALFONG	On 21st Jan., 4 P.M.

MANILA ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, HOBBART, LAUNCESTON, NEW ZEALAND, MELBOURNE, ADELAIDE, and PERTH.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light, Unrivalled Table. A daily qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates or all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to

Hongkong, 10th January, 1908.

BUTTERFIELD & SWIRE,  
AGENTS.

# EAST ASIATIC CO., LD., COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

# RUSSIAN EAST ASIATIC CO., LD., ST. PETERSBURG & VLADIVOSTOK.

# SWEDISH EAST ASIATIC CO., LD., GOTHENBURG.

# PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
MARSEILLES, HAVRE, and COPENHAGEN	"SIAM"	Middle of January.
SHANGHAI, YOKOHAMA and KOBE	"PETRONIA"	On 16th January.

For Further Particulars, apply to

Hongkong, 10th January, 1908.

MELOHERS & CO.,  
AGENTS.

# NORDDEUTSCHER LLOYD. BREMEN. IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIER, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"PRINZ EITEL FRIEDRICH"	Wedday 15th Jan., at Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"PRINZ HEINRICH"	About Wedday, 15th January.
MANILA, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	"PRINZ WALDEMAR"	Thursday, 30th Jan., at Noon.
KUDAT and SANDAKAN	"BOENBO"	Middle of January.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,  
MELOHERS & CO.

Hongkong, 9th January, 1908.

GENERAL AGENTS, HONGKONG &amp; CHINA.

# OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN  
HONGKONG, SOUTH CHINA COAST PORTS  
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

FOR	THE CO'S S.S.	LEAVING
SHANGHAI VIA SWATOW, ("SOSHU MARU") AMOI and FOCHOW	Capt. T. SURUGA	FRIDAY, 10th Jan., at 8 A.M.
TAMUI VIA SWATOW, ("JOSHIN MARU") AND AMOI	Capt. H. S. SMITH	SUNDAY, 12th Jan., at 9 A.M.

These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon, Amidships, Unrivalled Table.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office Second Floor, No. 1, Queen's Buildings.

Hongkong, 9th January, 1908.

T. ARIMA, Manager.

# JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN  
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIKINI	JAPAN	First half of Jan.	JAVA PORTS	First half of Jan.
TJIMAH	JAPAN	First half of Jan.	JAVA PORTS	First half of Jan.
TJIBODAS	JAPAN	First half of Febr.	JAVA PORTS	First half of Febr.
TJULATJAP	JAPAN	First half of Febr.	JAVA PORTS	First half of Febr.
TJILIWONG	JAVA	First half of Febr.	JAPAN	First half of Febr.
TJIPANAS	JAVA	Second half of Febr.	JAPAN	Second half of Febr.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

York Buildings, 1st Floor.  
Hongkong, 7th January, 1908.JAVA-CHINA-JAPAN LIJN.  
Telephone No. 373.

# INDO-CHINA STEAM NAVIGATION CO., LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
MANILA	YUNNAN	Friday, 10th Jan., 4 P.M.
SINGAPORE & SOERABAYA	"CHUNGANG"	Saturday, 11th Jan., 3 P.M.
SHANGHAI	"KWONGSANG"	Saturday, 11th Jan., 4 P.M.
SHANGHAI	"TINGSANG"	Sunday, 12th Jan., D'light
SHANGHAI	"LIENSANG"	Sunday, 12th Jan., 3 P.M.
MANILA	"LOONGSANG"	Friday, 17th Jan., 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	"NAMSANG"	Tuesday, 21st Jan., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"FOOKSANG"	Tuesday, 24th Jan., 3 P.M.

REDUCED FARES TO STRAITS AND CALCUTTA.

Hongkong to Singapore 1st Class, Single \$ 65. Return \$100

Penang " " 85. " 130

Calcutta " " 165. " 250

These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Cebu, Tientsin, via Chingwantan and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LTD.,  
HONGKONG, 10th January, 1908.

GENERAL MANAGERS.

# THOS. COOK & SON,

ESTABLISHED 1841.

TOURIST, STEAMSHIP &amp; FORWARDING AGENTS, BANKERS, ETC.

TICKETS ISSUED TO ALL PARTS OF THE WORLD.

BAGGAGE COLLECTED, SHIPPED AND FORWARDED AT LOWEST RATES.

FOREIGN MONIES EXCHANGED.

LETTERS OF CREDIT AND CIRCULAR NOTES ISSUED.

Full information on Application.

Head Office for the Far East: 16, DES VUEX ROAD, HONGKONG.

Japan Office: 14, WATER STREET YOKOHAMA.

# VESSELS ON THE BERTH

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

Calling at TIMOR, PORT DARWIN, and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.

THE Steamship

"EMPIRE,"

Captain Helms, will be despatched at above on SATURDAY, the 25th inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a daily qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,  
Agents.

Hongkong, 7th January, 1908.

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REGULAR STEAMSHIP SERVICE

WITH LIBERTY TO CALL AT MALACCA (COAST).

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK.

S.S. "SHTMOSA" ... 8th February.

For Freight and further information, apply to

DODWELL & CO., LD.,  
Agents.

Hongkong 8th January, 1908.

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NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co.'s Steamer

"PALAWAN"

FROM ANTWERP, LONDON, MALTA, PORTSAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Optional goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 13th inst. at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,  
Superintendent.

Hongkong, 7th January, 1908.

# "BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "ST. PATRICK"

FROM NEW YORK AND STRAITS.

CONSIGNEES of Cargo are hereby informed that their Goods are being landed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 31st inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th inst. at 10 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO., LTD., Agents.

Hongkong, 4th January, 1908.

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NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, HULL, LONDON &amp; STRAITS.

THE Steamship

"GLENROY"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 13th inst., will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, where they will be examined on the 13th inst. at 11 A.M.

No claims will be recognized if not presented within 14 days of the ship's arrival.

McGREGOR BROS. & GOW,  
Hongkong, 7th January, 1908.

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COMPAGNIES DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London

as "Vill de Bordeaux," in connection with the above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasures and Valuables, are being landed and stored at their risks in the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, where delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignee before Noon, To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining undelivered after Tuesday, the 14th inst., at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 14th inst., or they will not be recognised.

All damaged packages will be examined on Tuesday, the 14th inst., at 3 P.M.

No Fire Insurance has been effected.

J. MILLET,  
Agent.

Hongkong, 7th January, 1908.

# NATAL LINE OF STEAMERS

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION CO.'s fortnightly service to CALCUTTA. Sailings from CALCUTTA for CAPT PORTS every fortnight.

For Freight and further particulars, apply to

DODWELL & CO., LIMITED  
General Agents for China and Japan.  
Hongkong, 4th August, 1898.

# MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK"

A.I. A.B.C., and Engineering Code Used

NEW DOCK NOW OPEN.

DOCK No. 3.

Extreme Length... 723 feet.

Length on Blocks... 714 "

Width of Entrance on Top... 961 "

Width of Entrance on Bottom... 881 "

Water on Blocks at Spring Tide 341 "

DOCK No. 1.

Extreme Length... 623 feet.

Length on Blocks... 613 "

Width of Entrance on Top... 881 "

Width of Entrance on Bottom... 77 "

Water on Blocks at Spring Tide 64 "

DOCK No. 2.

Extreme Length... 571 feet.

Length on Blocks... 561 "

Width of Entrance on Top... 86 "

Width of Entrance on Bottom... 53 "

Water on Blocks at Spring Tide 22 "

PATENT SLIP.

Suitable for vessels up to 1,000

THE WORKS are well equipped with

LATEST PLANTS and APPLI-

ANCES to undertake BUILDING

REPAIRING SHIPS, ENGINES, and

BOILER, and also ELECTRICAL

WORK.

A LARGE STOCK of MATERIAL is

always kept on hand.

The COMPANY has the powerful steamer

"OURA-MARU" (712 tons, 700 I.H.P.

specially built for SALVAGE PURPOSES

equipped with necessary gear, always ready

Short Notice.

DAVID COESAR &amp; SONS

MERCHANT NAVY

NAVY BOILED

LONG FLAX

RELIANCE CROWN

TARPAULING

ARNHOLD, KARBURG &amp; CO.

Sole Agents.

1894

Cutler, Palmer &amp; Co.'s

SPECIAL BLEND WHISKY.

SPECIAL BLEND WHISKY.

SHIPPERS

Cutler, Palmer &amp; Co., London.

AGENTS

SIEMSEN &amp; CO.,

HONGKONG.

Do you Suffer?

FROM

HEADACHE

LOSS OF SLEEP

INDIGESTION

TORMID LIVER

BILIOUSNESS

Beecham's

Pills

will quickly remove the cause of

these distressing complaints and

restore healthy action to every

organ. You will feel like a new

person after taking a few doses of

BEECHAM'S PILLS. They rid

the system of impurities, improve

the digestion, banish headache and

Give Positive Relief

In all cases of CONSTIPATION,

BILIOUSNESS, INDIGESTION

AND DISORDERED LIVER.

The excellent results obtained by

the use of BEECHAM'S PILLS

have proved them worthy of the

confidence they enjoy. They have

helped thousands and recommend

themselves.

Sold at all Drug Stores and by all

Medicine Vendors in China; in boxes,

price 2/6, 4/6, and 7/6.

866-1

# SHIPPING IN PORT.

STEAMERS.

ARIAKE MARU, Japanese str., 2,967, T. Ota,

5th January—Moji 30th December, Coal—

Mitsui Bussan Kaisha.

ARRATOON APCAR, British str., 2,331, A.

Stewart, 7th January—Yokohama, Kobe

and Moji 3rd January, General—David



